

## REPORT

INFORMATION FROM

CD NO.

DATE OF INFORMATION 1949

DATE DIST. / Aug 1949

NO. OF PAGES 3

SUPPLEMENT TO  
REPORT NO.

SUPPLEMENT TO  
REPORT NO.

LANGUAGE Serbo-Croatian

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 86 U. S. C., 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

NEW EQUIPMENT PRODUCED;  
LOCAL MATERIALS USED

ZEFICA IRONWORKS GETS MODERN FURNACES -- Borba, No 138, 12 Jun 49

The two most modern open-hearth furnaces in Yugoslavia are now operating at full capacity at the Zoni's Ironworks.

All the iron parts and most of the instruments for the newer furnace were constructed at the Ironworks of Yugoslav materials. The new furnace is the first in Yugoslavia in which the admission of gas, the amount of air, the temperature, pressure, and other conditions are regulated by instruments rather than by eye. Consequently much less coal is used. As all preliminary operations, adding of materials, and casting are fully mechanized, only three workers are needed to operate the new furnace, compared with 15 for each of the other furnaces. The new furnace is much simpler than the older ones, uses gas more efficiently, and melts iron faster. The gas intake is of such simple construction that it can be removed and replaced by a spare within an hour. Formerly, a furnace awaiting repairs would remain out of operation for a month at a time, and about five carloads of wood would be required for rekindling it.

The traveling crane in the foundry of the Ironworks' new steel plant and the foundry itself were planned by experts at the Ironworks on the basis of their experience in the USSR and were built and installed by the "Izuro Djakovic" plant. Plans called for installation of a special Soviet-type stripper crane requiring a low bridge. However, no cranes could be obtained from the USSR, and the bridge had to be dismantled and re-erected so as to use a substitute mechanism.

NEW SMELTER AT TREPCA LEAD MINE -- Rad, No 142, 16 Jun 49

Although machinery can no longer be obtained from Czechoslovakia and the USSR; the provision of the Five-Year Plan that lead production at the Trepcia mine should reach 60,000 tons per year has now been realized. The Five-Year Plan as published in 1947 calls for a 65,000-ton increase in lead production through the expansion of the smelter at Trepcia during the second half of 1948.

## CLASSIFICATION

**RESTRICTED**

STATE		NAVY		NSRB		DISTRIBUTION	
ARMY		AIR		FBI			

**RESTRICTED**

STAT

The new smelter called for by the Five-Year Plan was completed by February 1949. As it began to produce more and more lead ingots, the old worn-out kettles in the refinery could not handle all the ingots produced in the ore hearths, and the refinery became a production bottleneck. New kettles ordered from Czechoslovakia failed to arrive. Finally the workers in the machine shop succeeded in repairing the old kettles, a job never before attempted by Yugoslav labor.

**CAPITAL BUILDING AT MONTENEGRIN MINE -- Politika, No 13266, 17 Jun 49**

Pljevlje -- Large-scale capital improvements have been started at the "Suplja Stijena" lead and zinc mine in the Montenegrin Sandjak. Two large tunnels are now being dug in the mine, and 17 industrial buildings will be built this year at Gradac, the future industrial center of the Pljevlje Basin. A large electric power plant to supply power for mine machinery will also be built. The machinery for the power plant has already arrived at the site.

The 32-kilometer Boljanici - Gradac - Suplja Stijena road, which will connect the mine with the main highway, will be virtually completed this year. The plan calls for the completion of the section from Boljanici to Gradac by the middle of August.

**FIRST YUGOSLAV STEAM SHOVEL PROMISED -- Rad, No 141, 15 Jun 49**

The workers of the "Djuro Djakovic" Factory have pledged to complete the first Yugoslav steam shovel, as well as a new series of steam rollers, in industrial locomotives for narrow-gauge track, pit cars for mines, fire-fighting equipment, and other products called for under the Five-Year Plan, by 25 June.

Plans call for the early production of Yugoslav express and switching locomotives, drilling and oil well equipment, and other machinery never made in Yugoslavia before.

Workers at this plant have now built mills for grinding the coal dust used for heating the new sectional steam boilers. These mills will take the place of others ordered from abroad which should have arrived long ago. The workers at the plant also have made armatures, conveyor mechanisms, and other complicated parts for the new steam shovel and other machinery.

The sectional steam boilers now being made in factory workshops will be used to furnish steam in large industrial enterprises. They will produce almost twice as much steam as the 16 tons per hour produced by the largest boilers previously made in Yugoslavia. Eighty percent of the work has been completed on the first two sectional boilers, and two more will be started soon.

The manufacture of these boilers presents difficult problems in that they are to be built of Yugoslav materials and are to use Yugoslav coal. To obtain 30 tons of steam per hour, maximum utilization of the steam in the boiler is essential.

Boilers previously made in Yugoslavia have produced a maximum of 30 - 35 kilograms of steam per square meter of heated surface. The new sectional boiler will produce 60 or more kilograms of steam per square meter.

The prototype of the new steam shovel will be finished and put into test operation in June. It is being made exclusively of Yugoslav materials produced in Yugoslav factories. It will be fully as good as the best steam shovels made abroad.

**RESTRICTED**

**RESTRICTED**

STAT

STEAM BOILER USES BLAST-FURNACE GAS -- Politika, No 13266, 17 Jun 49

A new steam boiler heated with blast-furnace gas was put into operation on 16 June at the Vares Majdan mine and ironworks in Bosnia, where it will run the 2,000-horsepower turbogenerator. The new boiler is unique in Yugoslavia. It was built of local materials with local manpower and machinery at the ironworks in Vares Majdan.

Unlike other steam boilers in Yugoslavia, this one is completely independent of manpower and special fuel. It is heated by gases formerly allowed to escape into the air, at a saving of 15,000 - 20,000 kilograms of coal or 10,000 - 15,000 dinars per day. As it requires no stoking, six workers are freed for other work. The new boiler takes only half as long to get up steam as a boiler heated with coal, and has no moving parts to need periodic repairs.

FIRST YUGOSLAV DIESEL ENGINE COMPLETED -- Borba, No 137, 11 Jun 49

The "Sila" Metal Products Factory in Croatia, which fulfilled its plan for the first quarter 1949 by 113 percent and has fulfilled its half-year plan in value ahead of schedule, has built the first Diesel engine ever to be constructed in Yugoslavia. This accomplishment has made possible the serial production of Diesel engines.

- E N D -

**RESTRICTED**